

**Seattle Light Rail Review Panel
Meeting Notes for June 8, 2004**

Agenda Items

- Sound Transit Update
- Othello Triangle Modifications
- Station Marker Design Update
- Pine Street Vent Shaft Update
- North Link Update

Staff Present

- Deborah Ashland, Sound Transit
- Scott Daniels, Sound Transit
- Ken Robertson, Sound Transit
- John Taylor, Sound Transit
- Lana Nelson, Sound Transit
- Ries Niemi, Sound Transit
- Dean Gregory, Murassi
- Carolyn Law
- Calvin Chow, SDOT

Panel Members Present

- Jay Lazerwitz
- Mimi Sheridan
- Pam Beyette

Public

None present

Sound Transit Update

Deborah Ashland, Sound Transit

Ms. Ashland gave an update on Sound Transit activities. The MLK Way segment is groundbreaking today and the agency is proceeding with pre-construction activity. Power poles and utility replacement is moving ahead. She reported that 710 bids came in recently and they are a bit above expected costs, so Sound Transit going to the Board for approval. The new art proposal received the “R” from the Rainier Brewery and progress is being reviewed by Sound Transit.

Othello Triangle Modifications

Deborah Ashland, Sound Transit

Ken Robertson, Sound Transit

The Othello Triangle Modifications have had input from potential developers and the City. Sound Transit has hired Murassi Associates for revised landscape design and options. Sound Transit was approached by the developer who was trying to understand the context of site plan and the abutting current parking lot. The site objective is to solve retail frontage issues which can be difficult with landscaping the Othello Triangle. They will be keeping the art work. Two art concepts were presented; a linear approach to site

and an art connection with a curvy band running through right of way. The site is constrained by street trees, utilities, electrical vaults, and switch boxes. The designers explored the notion of movement with a series of sliding planes (by using different plants and color). The installation would use standard city paving and textured featured paving to help animate the space. The designers were directed to use “richer” materials. There may be linear wood benches, and a backdrop is being considered. The artist has expressed desire for a landscape that works with her Dancing Ladies piece.

The site is located at end of street. It will not be irrigated so it must be low maintenance.

Board discussion and Questions:

Could you Clarify the sidewalk and site. There is 9 feet, minimum, between any operating doors and the planting.

Why is the tree spacing the way it is shown? To accommodate views of building and due to utilities. The spacing may provide good views of “dancing ladies” where the duct banks meet. There is no more room for three trees except for the three shown at edge

What is paving on site? It is a 2 x 2 standard grid (City standard). There will be additional islands of featured paving.

Is there a preferred concept of the two presented? Some board members prefers 1st alternative of moving lines. The Plant beds and lines could be more animated. A More linear approach might be better. I am Not sure that the curves will read.

How wide are the raised plant beds?- They are 2 to 4 feet?

Some panel members Prefer the more organic nature of original option (#2). It seems more cohesive with the art.

A subtle curvilinear shape could work, why not use some sort of banding? Perhaps have banding of landscaping in curved forms rather than mixed? It is a difficult site, these little lost pieces and they need to tie together closely with the art. We prefer curvilinear forms – the other forms might not read as movement.

Will we see it when art more finalized? Yes.

Does it make sense to put art here with issues of access? We are working on final stages of design and need to consider that very carefully. We would like a final preference from the panel.

Can you add other textured paving besides the standard? It is an important part of the design.

Clarification: The Planters are at grade to allow natural rain irrigation. We will work with curved planters with ribbons, strips, and plantings.

The panel notes that somewhere between the 2 options is best. The foliage choices need to be better integrated. There needs to be art work so landscaping can interact directly with the art.

Will there be enough exposed soil for street trees? We will follow SDOT guidelines on planting.

The Panel is interested in a larger planting strip. The tree pits are 10' long. Yet, we need room for circulation in this high traffic area.

Action:

Work with a dynamic design through the use of plants and quality of design intent. Work with concept two which is focused on a curvilinear concept. Work between the two concepts in terms of planting and massing plants for design strength. Focus on working with art work to create a more cohesive whole. Work with the artist for integration. The Panel supports using special paving to pull space into different use. The Panel approves the change in landscaping.

Sound Transit will come back with a revised design.

Station Marker Design

Scott Daniels, Sound Transit

Lana Nelson, Sound Transit

Most of the signs don't apply to downtown Seattle. We will be retrofitting and replacing signs to Sound Transit or Sound Transit/Metro's version. Comments are welcome before the plans are finalized? The proposal is consistent with the "Way finding" program.

What are we taking action on? This proposal is for entrances to the tunnel (not part of 510) and will be fabricated and installed by the Sound Transit contractor.

How do people find station entrances? We are working with consistent symbols used by King Street Station, Ferry system, and WDOT to have consistent symbols.

Need to make sure that private property owners will be willing to allow signage on their property.

Will signage be integrated onto existing poles? It will be a freestanding marker.

It will be a sign that projects into ROW with station name at all station entrances, especially at the International District (ID) station.

Sound Transit would like comments on the general concept and the station entrance emphasis.

Panel comments:

- Way finding configuration overview, but a few tricky locations.
- ID station – the Panel is concerned with the station name sign changing the architecture of the entrance.
- The Panel would like to see an illustration.
- There should be more integrated sign mounting. It could be a drop-down pendant mounted sign.
- The designers need to be cognizant of how and where the sign is going, and reflect that in the design.

We Understanding technical complications of the materials, but it is not working as an integrated piece. It Looks great as a model, but can't be forced in reality.

This is really, really interesting and can become an iconic marker. It needs to be that good.

Nesting of ball needs to happen better. It seems to be a nesting intersecting plane vs. **nesting a globe.**

Artist should try more models with fabrication reality.

Action:

The Panel asks that the designer further refine the design. The three parts are not coming together well. The nesting of the marker is disjointed. It needs to be brought together as a unified symbol as a graceful and dynamic piece. The Cast in piece may be OK, but needs further exploration of how it will be achieved.

The Panel Vote as 5 – 0 in favor of the concept.

510 Pine Street Vent Shaft Update

Debora Ashland, Sound Transit

Ries Niemi, Sound Transit

Presentation:

The planter area has changed. There are 3 steel sculptures in the low planting rose bed. There will be an Open grid work rising out of the plants. It is a stylized computer wire

frame. Some of the pieces will be textured. It will be Solid stainless steel and stay silver color. The piece will read from all directions. It is approximately 6 feet in diameter and approximately 16 -19 feet high. The center one will be taller than the other two by 1 – 2 feet. This is a manageable scale that is not too monumental.

There is a raised curb (1' high) around the planter. The landscaping will be sort of wild in a loose manner with thorny vegetation.

Action:

The Panel thanks the designers for their work and presentation. The Panel supports the increased landscaping. The increase landscaping provides scale to the sculptures. Proportionality is good. The panel voted to approve the design.

North Link Update

Sound Transit

Sound Transit updated the Panel on preliminary design for the North Link. Sound Transit wants to get programmatic elements figured out and to get costs, and then start final design with the community.

The meeting adjourned at 5:15PM.